

The Times-Dispatch

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FRIDAY, OCTOBER 20, 1911.

GOOD ROADS FOR THE NATION.

The next great event in Richmond will be the Convention of the National Highways Congress. How many people will be here then, no man can reckon; but it is known that there will be fourteen railroad presidents, commissioners from all the States, representatives of business organizations, farmers' organizations, merchants' associations, members of Congress, workers in iron and steel and coal, horn-horned sons of toil and a vast aggregation of plain citizens from all the States who have influence of a very desirable sort in their respective States and neighborhoods and all intent upon the accomplishment of the greatest good to the greatest number by the building of good roads which will be for the benefit of the Nation.

The principal figure in the crowd of speakers and delegates in the great procession will be William Howard Taft, President of the United States, who is coming here to certify by his presence and his words of wisdom that upon the platform of good roads all good citizens, whatever their differences of "principles," or their political name, can unite. Of course, Senator Swanson will be here. He will be one of the important men in the Convention, for has he not undertaken to obtain from the Congress an appropriation of \$20,000,000 the year for the improvement of the highways for as many years as such appropriation may be required for the construction of good roads from end to end of our wide domain? Hundreds of millions have been expended for the improvement of our rivers and harbors, other hundreds of millions have been spent and are still being spent for the reclamation of the dry lands of the West and hundreds of millions more will be spent for the same purposes; but here is another and entirely different, though closely related, question which must be considered. It touches every home and fireside in the country, North and South, East and West. It is really the most important movement that has ever engaged the interest of our people. It means the expenditure of a large amount of money from the public treasury, but it means eventually, when the good roads have been built, an actual saving of something like \$200,000,000 the year to the producers of the country. The time was never known when so little would save so much.

We do not know exactly where and how Mr. Taft stands on this question; but we are disposed to think that he will be found on the right side when he comes to deal with it in an official capacity. The fact that after his long and tiresome and in some respects not wholly satisfactory journey through the bad lands of the country to Richmond to align himself with the good roads movement, is one of the most encouraging signs of the time. A man who runs about as much as he over all sorts of roads will not be hard to convince of the absolute necessity of better highways for the good of the people. His experience on his recent run to Manassas ought to have been enough to convince him that "Jordan is a hard road to travel" in the Commonwealth of Virginia, and it is a good deal worse in some of the other States. One of the objects of the meeting at Richmond, as set forth in the small bills, is "to correlate and harmonize the efforts of all existing organizations working for road improvement," and the President will understand how this is and how difficult it is to accomplish. The other special aims of the Convention in Richmond are:

"To arouse and stimulate sentiment for road improvement."
 "To strive for wise, equitable and uniform legislation in every State."
 "To aid in bringing about efficient road administration in the States and their subdivisions, involving the introduction of skilled supervision and the elimination of politics from the management of the public roads."
 "To seek continuous and systematic maintenance of all roads, the classification of all roads according to traffic requirements, payment of road taxes in cash, and adoption of the principle of State aid and State supervision."
 "To advocate the correlation of all road construction so that the important roads of each county shall connect with those of the adjoining counties and the important roads of each State shall connect with those of adjoining States."

There are questions which demand the most thorough consideration. The present movement is not a local matter; it concerns the whole country, it reaches every neighborhood in the country; it touches every man in business; it should have the earnest cooperation of every one who has any regard for his neighbor. The Association that has taken the lead in this great National work is the American Association for Highway Improvement, a long name but no longer than it ought to be. The President of the Association is Logan Waller Page, Director of the United States Office of Public Roads, and with him, in the direction of the work of the Association, are W. C. Brown, President of the New York Central Lines, as Vice-President; Lee McCullough, Treasurer of the United States, as Treasurer, and J. E. Penny-packer, Jr., as Secretary. Among the Directors of the Association are such men as W. W. Finley, President of the Southern Railway; Louis W. Hill, President of the Great Northern Railroad, a chip off the old block; J. Hampton Moore, President of the Atlantic Deep-sea Waterways Association, and a string of other notable men of affairs, and with the Association are twenty-nine "affiliated organizations," representing every part of the country and every interest in it, from the Mothers' Congress to the Touring Club of America.

President Page is a Virginian of Virginia. He was graduated from the Virginia Polytechnic Institute, and from Harvard University, is a member of the American Society of Civil Engineers, and since 1905 has been Director of the United States Office of Public Roads at Washington. With him in his present work is that fine youngish Presbyterian, Charles P. Light, of West Virginia, who knows what ought to be done and how it should be done, and who is straining himself to make this meeting in Richmond the greatest and most earnest gathering of good roads people that has ever been held in the United States.

It is a magnificent opportunity, and it is hoped and expected that here a blaze will be kindled that will sweep round the whole country. There is no movement that directly concerns so many people, that affects so many industries, that promises so great results. Other States are far ahead of Virginia in the building of good highways. Take the county of Mecklenburg, North Carolina, for example, and in that county alone there are more than 125 miles of macadam roads. Take the county of Darlington, South Carolina, and in that county there are 500 miles of sand-clay roads, and in these two counties there have been enormous strides in material prosperity, as there will be in all other counties that would show the same spirit of enterprise, and in the whole country if the Congress will do its duty, and the President will do his.

THE CAPE COD CANAL.

One of the most thoughtful and instructive addresses to the Deeper Waterways Convention was that of Commodore J. W. Miller, a Jersey man by birth and a Cape Cod man by reason of the important service in which he is now engaged—the building of the Cape Cod Canal, which runs through a short stretch of "the land of the sacred Cod, in which the Lodges walk with God." Commodore Miller was graduated from the United States Naval Academy in 1887, served in the United States Navy from 1887 to 1894, was engaged in the earlier isthmian surveys, was connected with the coastwise steamship service for twenty years, and he talked yesterday to the Convention in an informing way about "the necessity for an increasing education towards a close, sympathetic and joint relationship between Government, State and corporate interests looking towards the development of our waterways along our Atlantic coast."

The Cape Cod Canal is not, in fact, a canal at all, but a channel built through a sandy isthmus for a distance of eight miles. It has no locks, little current and a depth of thirty feet at high water. It is deeper and broader than the Manchester, Kiel and the original Suez canals, and from deep water in Buzzard's Bay to the end of the breakwater at its eastern end it is thirteen miles long. It is the first deep sea channel built by private capital, and is being built because the men who are putting their money in it know that it will pay. To-day 25,000,000 tons of freight, of which 11,000,000 tons are coal, in the safe carriage of which Virginia is directly interested, are subjected to the dangers of navigation off Cape Cod, and it is for the protection of this immense business that the canal is being constructed. This canal is to be one of the stretches in the intra-coastal waterway from New England to the Gulf of Mexico, and, as Commodore Miller said, "Time alone will show how and under what conditions the numerous stretches of bay, sound and river shall be connected, and what proportion of their improvement shall be divided between corporation, State and the Government. This is a question which our Association will have to meet before the day arrives when the loss of life off Hatteras and Cape Cod can be reduced to a minimum, and craft safely sail through inland waters."

It was George Washington, the Virginian and the first of Americans, who was the father of canals in this country, and it was he who first conceived the project of building a canal through the Cape Cod isthmus "for small vessels from Barnstable to Buzzard's Bay; feeling sure that he could outcall the slow ships of the enemy if a means were found through inland waters to New York; and it was Washington who insisted on the military necessity of inland routes. We may leave for future settlement the question of Government, State and corporate control of the Cape Cod Canal and other like waterways; but there was one thing in Commodore Miller's paper which should be of the deepest interest to those who are promoting the deeper waterways movement and to the people of the country at large.

The Cape Cod Canal has been half-

way completed. It runs through a narrow wooded valley, where streams of the best water abound; where the climate is mild, and where the railroad facilities are good, and already one thousand acres of land along its banks have been purchased for the establishment of factories. That is significant of what would take place along the whole line of the waterway when it is opened from Cape Cod to the Keys of Florida. Manufacturers would seek the canal for the benefits of the lower freight rates assured by its construction, and villages and cities would be built up in time along its course to the great advantage of the people and the enrichment of the Nation. The more this great project is stirred the brighter it shines. The wonder is that it has been so long delayed. It would be criminal to neglect it any longer.

OVERPAID OFFICIALS.

In the opinion of the Newport News Press, the State of Virginia can save \$100,000 the year by abolishing the fee system. The Roanoke Times, commenting upon the statement of the Press, says that it has never seen any "conclusive facts and figures."

As a matter of fact nobody will ever get at the facts and figures until the fee system is abolished. Nobody knows what the county and city officials get but they themselves, and they are too canny to tell. The State says to the official: "Collect all you can; give me a little bit, and keep the change." Nobody ever knows what the change is.

The Times thinks that the laborer is worthy of his hire. The Press thinks not, and we agree with the Press. Two of the local officials in Newport News get higher salaries than the Governor. "Does our Roanoke contemporary argue that the duties of treasurer of a city of 25,000 people are any more arduous or that the position carries any more responsibility than that of the Governor of a State of almost 3,000,000 people?" inquires the Press.

The treasurer of Newport News gets about \$7,000 annually. The city sergeant gets almost as much. In Norfolk, Richmond and other Virginia cities there are officials who get several thousand dollars more than these Newport News officials.

We are against the fee system for many reasons, one of which is that the fee system causes a great and wholly unnecessary waste of public money. The money now spent by county officers in feathering their nests ought to be expended for the benefit of the people. Why should we pay an official \$10,000 for ordinary clerical work which is done by a subordinate? Why should we pay him so much when his work is not worth half the sum named? Why should we pay county politicians twice as much as the chief executive of the Commonwealth? We give a college president, a man of brains and business ability, \$25,000, but we give a county officer or city officer \$10,000. Why?

TRIBUTE TO THE BISHOP.

In the Wednesday issue of the Birmingham Age-Herald appears a tribute to the late Bishop Van de Vyver, in which a Virginian living in the Alabama city says:

"I was living in Richmond when he came there from Harper's Ferry, as vicar-general to Bishop John J. Keane, now Archbishop of Dubuque. When Bishop Keane was transferred to Washington as the rector of the Catholic University, the vicar-general was chosen and consecrated as his successor. He was then in the prime of life, and was equipped in every way for the episcopal office, but he begged the ecclesiastical authorities who nominated him, to the Pope, to allow him to remain in the position he then held. The bishopric was forced on him, but he went to work with great energy and turned out after twenty-two years one of the ablest and most successful bishops in the history of the American hierarchy."

"Being a cultured Belgian, he had that charming bonhomie characteristic of his people. He became extremely popular with non-Catholics; so popular that when he sent his resignation to the Pope, a year ago a mass-meeting of non-Catholics was held for the purpose of protesting against his retirement. Prominent Baptists and others, Protestants and prominent Jews, united in expressing their appreciation of Bishop Van de Vyver as a clergyman, a citizen. The Bishop was deeply touched by the resolutions adopted by the non-Catholic body and such a ring of sincerity that he recalled his resignation."

"His death will certainly be deeply mourned in Virginia. Although Bishop Van de Vyver cared not for preferment, he presided over the diocese of his church longer than any other bishop in my recollection. Cardinal Gibbons was bishop just four years, and his successor, Bishop Keane, only a few years."

Thousands of people scattered all over the nation feel deep regret at the loss of this great and good man of God.

"SEEMS LIKE."

"It begins to look as though American women really desire the ballot," says Brother William E. Cameron in the Norfolk-Virginian-Pilot, which he brightens every day with his wit and wisdom, "and that being so it is a question of a very short time when they will be endowed with that attribute of citizenship by every State of the Union." "Looks as though," is a very judicious way of putting it; it would have been perfectly safe if our contemporary had said that it is as certain as taxation and death, and what it ought to do is to get in while it is yet day. It argues wisely and well that there are difficulties to surmount; that there are bad women as well as bad men; that there are more negro women than white women in South Carolina and Mississippi; that "in Virginia the negro women are far more literate than the men, and the educational conditions of registration, which are the only present bar to universal suffrage, would constitute no efficient bar to their wholesale enfranchisement."

In his speech, which was on John

franchisement," and that these are some of the questions that the Woman's League at Richmond will have to consider. We have disfranchised the negro men for years without the least compunctions of conscience; why should we choke now on doing the same thing with the negro women? Besides, the Amendments to the Constitution did not contemplate the extension of the right of suffrage to the negro women.

Many objections will be made by very good people to the enfranchisement of the women; but the women who are working for this right preserve of all rights may be depended upon to fix the suffrage qualifications so that the State will not suffer, and that is all anybody could ask.

DENECATING THE SABBATH.

Creator's Band was arrested in Asheville, North Carolina, last Sunday for playing certain musical selections which were regarded as a desecration of the Sabbath day. One of our Tarheel contemporaries—we believe the Charlotte Chronicle, or perhaps it was the Greensboro Record, we have lost the name—observes:

"It would require an expert to distinguish between much of the music played in churches and that played by such an orchestra. Creator's Band, that the latter is more akin to the finished product. We do not believe in Sabbath desecration, but we are of the opinion that Mr. Creator would have to play a long time before he would start his hearers to perdition. If good music is anything, it is uplifting."

There is something in that view, to be sure. Many is the time we have heard the organist work in a bit of opera music which would have been regarded as out of place in church. There is nothing that really sounds more devoted on a church organ than Strauss's "Sounds From Home," which we have heard played with fine effect among the very saints of the Lord. Mascagni's Intermezzo from "Cavalleria Rusticana" has soothed many a troubled soul while the collection was being lifted, and only last Sunday Gounod's "Sleep, Smile, Slumber," was rendered with most delightful effect. Why is it that the best music should not be played on Sunday as well as the worst? Why is it that "the world," as it is called, should have the finest houses, the most comfortable seats, the lofliest music, while the poorest of all these things is given to the Almighty? We do not say that it is wrong; we dare not do that; but isn't it strange? How does it happen that we are better than the ancients?

"Praise Him with the sound of the trumpet; praise Him with the psalter and harp. Praise Him with the timbrel and dance; praise Him with stringed instruments and organs," etc., etc. Such was the exhortation of David; but David did not live in these larger and better times, alas!

SCIENCE AND RAGTIME.

Dr. Brunner, late instructor in the Imperial Academy of Medical Research, Berlin, thus describes the effect of ragtime music:

"Your ragtime air jars the nerve centers and causes an irritation of the brain cells. While the roll and thump of ragtime is exhilarating to the senses and acts as a stimulant it has the after effects of an injurious drug that will eventually stagnate the brain cells and wreck the nervous system."

The doctor also remarks that it is the little minds that are crazy with ragtime. This scientific observation can be considered a test to show the size of one's mind. Moreover, he says that if something isn't done the classics will vanish and we shall be singing our national airs in ragtime.

Why do the general run of people like ragtime? Why do they demand it? Simply because it is the only kind of music that they come into contact with. They hear classical music in the form of sacred music, but rarely elsewhere. They frequent the theatres where ragtime is rarely interrupted by something of a higher sort. They never have an opportunity to know classical music, real music, until they are too habituated to ragtime to alter their tastes. Even the young girl musical student, preferring the better kind, plays ragtime when the boys come around. She knows that they would be bored by Beethoven.

When classical music is really popularized, and when the people are made to realize that good music is not one of the exclusive luxuries of the rich, then the reign of ragtime will be over.

DABNEY ON WILSON.

There is now a full-fledged Woodrow Wilson Club at the University of Virginia, one of the four alma maters of the Scholar of Princeton. There is to be an "awakening of the students of the University to the need of their support in bringing about the nomination of Woodrow Wilson." Like movements are on foot all over the country, but this is said to be the first collegiate Wilson club. An Underwood club is sure to follow, as the House leader is also an alumnus of the University of Virginia, and has publicly acknowledged his debt to that institution, declaring that it was there that he was grounded in the Jeffersonian faith.

Dr. Dabney, who, as a student, was a close friend of Wilson, gave an informal talk at the organization of the Wilson club. He said:

"Upon his entrance to the University he took rank immediately among his fellow-students for his broad-mindedness and general scholastic attainments. Very soon after his advent he gained the reputation of being the best orator at the University. In his oration before the Jeffersonian Literary Society in 1889, he dedicated himself to be the same student of public affairs that he is conceded to be to-day, and led his fellow-students to recognize in him the same qualities that the American people see in him to-day."

In his speech, which was on John

Bright, Wilson expressed his views of honest politics as a lifelong endeavor to do first the intention and then the will of the people, and not to gain votes by crooked means."

Dr. Dabney then discussed Wilson as a Democrat, and there is no man better fitted to tell a Democrat from a something else than this close student of the life and thought of the Grand Old Man of Monticello. Dr. Dabney said:

"This idea, which expressed his sentiment as a student, reveals the man as a public servant. There is no man of greater character or less apt to play to the gallery or succumb to any temptation. Some have claimed that his advocacy of the initiative, referendum and recall is radical, but we can at least be sure that this is Wilson's idea of the right and not a grandstand play. Wilson cannot be called a radical demagogue, who hopes to smash things up, but a Democrat in the best sense of the word. Clark is a Bryanist, Harmon is a conservative, but Wilson is a Democrat."

And Dr. Dabney knows his Wilson.

FAIRER ON FATNESS.

Geraldine Farrar is both a singer and a thinker—a woman of ideas as well as of words, as so many women are not. Speaking of people reducing their flesh, she takes little stock in exercise or diet. Here is her idea:

"The way to lose flesh is to take an active mental interest in everything that goes about you. The way for any woman to grow thin is to keep her mind away from growing fat. She should never think of herself as stout; never say to herself, 'I am too large to do this or to wear that.' A woman should always think of herself as a young and buoyant, mentally alert."

Just plain thinking—that is the Farrar recipe—and it is a good one. In order to keep thin, let the fat person read thoughtfully William James' book on pragmatism, or the commentaries of William Blackstone. Instead of Chambers' latest best seller or other transparent stuff, let the stout woman review her geometry, delve into metaphysics and dote on Darwin if she would become sylph-like.

The New York Sun says that at the meeting of the LaFollette people in Chicago the other day, Mr. LaFollette was spoken of as a "symbol." That is a good name for him; but the Sun spells it wrong. It should be "Cymbal," which is an entirely different thing.

If the Society for the Prevention of Cruelty to Animals would look around a little they would find a good many cases requiring its attention. Yesterday a white mule hitched to a coal cart was in agony every step he took down the steep slopes of Main Street, because the cart which he was drawing had no brakes on it. This is a species of cruelty which should not be permitted.

The sort of immigrants needed in Richmond and Virginia is the sort of men and women of which the Deeper Waterways Convention is composed. They would be worth millions to this State, and here they would have opportunities for development into the best order of true American citizenship some of them do not enjoy at home.

How does it happen that dear old Charleston was not represented at the Deeper Waterways Convention? It has as much to gain by the intracoastal project as any other port on the Atlantic seaboard.

Every county in Virginia should have a large delegation at the Good Roads Congress here next month.

Voice of the People

Wants Another Volume.

To the Editor of The Times-Dispatch: Sir—Please spare me a few inches of space to put in a word about the recent issue of "The Long Roll." I belong to the generation that was made up of the grandsons and granddaughters of those who fought in the War of Independence, and on behalf of my own generation, and on behalf of the whole country, I would like to say, "The Long Roll" is the most inspiring picture of the first two years of the war. I speak not only for myself, but for numbers of my friends, some of whom are now students of history, when I say that no student of history or novel of war times has hearts in clenching so deep into our hearts the inwardness of daily life as the Southern soldier knew it, and the awful privations under which he fought.

Whether, indeed, the portrait of Stonewall Jackson be a true one I am wholly incompetent to judge, but I know, that careful readings have failed to show one incident that detracts in my mind from the glory of his name. The reviewer for Everybody's says of "The Long Roll" that it is "the most inspiring picture of the first two years of the war." I speak not only for myself, but for numbers of my friends, some of whom are now students of history, when I say that no student of history or novel of war times has hearts in clenching so deep into our hearts the inwardness of daily life as the Southern soldier knew it, and the awful privations under which he fought.

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Daily Queries and Answers

Ohio Newspapers.

What are the leading morning papers of Toledo and Cleveland, Ohio? I. D. S. News, Toledo Blade, Toledo Times.

Author of "Bully Baxter's Letters."

I. J. Williams, Kinsing, Jr., author of "Bully Baxter's Letters," dead, and, if so, when did he die? He died in 1908, and his letters were published in 1909.

What is the players' portion of the gate receipts in the championship series now being played divided equally between the two teams, or does the winning team get a larger per centum? 1. We are unable to say at present, but are investigating this matter. We shall report as soon as possible. 2. The winning team gets a larger per centum.

Majority.

What is the difference between majority and plurality? Majority is the amount or number by which one aggregate exceeds all other aggregates, with which it is contrasted; especially the number by which the candidate for a successful candidate exceeds those for all other candidates. Plurality in elections is the excess of the votes given for one candidate over those given for another candidate. When there are more than two candidates, the one who receives the plurality of votes may have less than a majority.

Cement.

What is the difference between "Portland" and "Rosendale" cement? Why so named? Portland cement is made by calcining at nearly white heat an artificial mixture of carbonate of lime and clay in certain proportions, and grinding to powder the clinker so formed. "Portland" cement was originally so called from its resemblance, when set, to the artificial stone, the Portland stone, taken from the celebrated quarries of that name on the coast of Dorset, in England. "Rosendale" is applied to cements that are made from single natural rocks without admixture. The name is from Rosendale, the place where natural cement was first made.

Turkey's Religion.

What is the religion of Turkey? Is it older than ours? Turkey ranks as the chief country of Islamism or Mohammedanism, although the British empire has a greater number of Mohammedans. The world's population of Mohammedans is 17,059,158, and those of Christians 1,111,343,372. Mohammed (570-632), the founder of Islamism, was born in Mecca, Arabia, from whence he was

forced to flee to Medina in 622. From there he fled to Mecca, and the Mohammedan era is reckoned from his flight. He communicated in part to the prophet by the angel Gabriel, with the sound of bells, but there is no doubt that it is drawn from Jewish and Christian sources. The 114 suras or chapters purport to be the utterances delivered by Mohammed at Mecca and Medina. They proclaim Mohammed to be the apostle of God, deny the divinity but acknowledge the miracles of Christ and sanction polygamy, but prohibit thieving, swearing, fraud, false witness, strong drink, and gambling. The follower of Islam is charged with five duties: To bear witness that there is but one God, to recite daily prayers, to give the appointed and legal alms, to observe the Ramadan (a month's fast) and to make a pilgrimage to Mecca at least once in his life. And every year more than 100,000 faithful flock to Mecca to kiss the black stone of the Kaaba.

Infantile Paralysis.

Infantile paralysis still spreading. It is supposed to have been brought to America by immigrants from Northern Europe. Only 300 cases were known in the 11 years ending 1904, but in the five years ending 1909 not less than 8,000 cases were reported, nearly two-thirds of them in the United States, where nearly every State was reached. Through isolation and other precautions, the disease seems to be diminishing. Massachusetts had 223 cases in 1909, 554 in 1910, but only 111 in the first eight months of 1911. The disease has been traced to a very minute organism, which is carried through earthworms—that is, when it is introduced into the blood through the mucous membrane of the nose. Its effects are very often serious. It attacks children and infants, and while the death rate is low, it is very liable to result in some permanent deformity. It begins with fever, vomiting, and diarrhea, paralysis of some groups of muscles—as of an arm or a leg—following in a few hours. There may be partial recovery from the paralysis, but the muscles affected begin to atrophy, and deformity is the result. An epidemic of infantile paralysis in pigs and other animals may be the same disease and tend to spread it.

Name. My name is John Smith. If a stranger should accost me and ask me my name should I answer, "Smith" or "Mr. Smith?" The former, "Mr." is not part of your name.

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